

AVIATION SECURITY ALERT BULLETIN

IMPROVISED INCENDIARY DEVICES (IIDS).

Addressing the Threat of Improvised Incendiary Devices (IIDs) in Air Cargo and Mail;

Reference: ICAO State Letter dated 08 January 2026.

Subject: Addressing the Threat of Improvised Incendiary Devices (IIDs) in Air Cargo and Mail.

Applicability: All Air Cargo and Mail Operators, Regulated Air Cargo Agents, (RACAs), and Relevant Aviation Security Stakeholders within [Papua New Guinea](#).

A. Context and Purpose

The International Civil Aviation Organization (ICAO) has issued a State Letter to Contracting States including Papua New Guinea highlighting the evolving **threat posed by Improvised Incendiary Devices (IIDs) within the air cargo and mail supply chain of the Civil Aviation Network Globally.**

These devices present a significant risk to aviation safety and security due to their potential to ignite during handling, storage, or flight.

As the National Aviation Security Regulator, CASA PNG is disseminating this information to ensure that all regulated entities review, reinforce, and adapt existing aviation security controls in alignment with ICAO Annex 17 Standards and associated guidance in the other referenced materials.

B. Overview of the IID Threat in Air Cargo and Mail

Improvised Incendiary Devices are deliberately concealed devices designed to initiate fire, often without explosive detonation.

They may be disguised as ordinary commercial items, including consumer electronics, batteries, or everyday cargo, making detection challenging. **Refer Figure 1 & 2 below.**

The increasing sophistication, concealment methods, and potential use of legitimate supply chains heighten the risk to air cargo and mail operations globally.

C. Understanding IID Componentry and Operational Risks

IIDs typically consist of:

- ❖ Ignition sources (e.g. heating elements, matches, or electrical triggers),
- ❖ Power sources (commonly lithium batteries),
- ❖ Incendiary materials, and
- ❖ Timing or activation mechanisms.

Operational risks include:

- ❖ Undetected ignition during ground handling, warehousing, or in-flight operations,
- ❖ Fire propagation in cargo compartments,
- ❖ Potential catastrophic impact on aircraft, crew, passengers, and infrastructure.

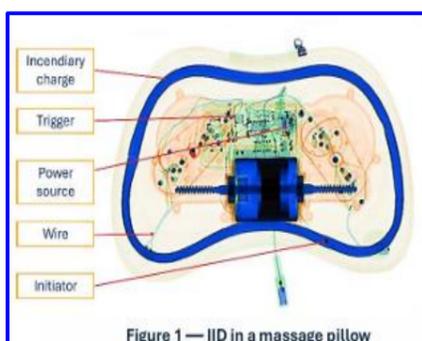


Figure 1 — IID in a massage pillow

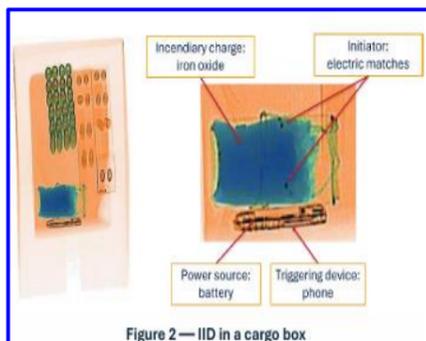


Figure 2 — IID in a cargo box

D. Civil Aviation Safety Authority of PNG's Key Recommendations for Operators

In line with Attachment C of the ICAO State Letter, CASA PNG requires operators in the PNG Civil Aviation Industry to:

- ❖ Implement a thorough Review and update risk assessments related to air cargo and mail security.
- ❖ Reinforce screening and inspection measures, including enhanced detection capabilities for concealed IIDs.
- ❖ Strengthen staff training programmes, with emphasis on:
 - IID awareness and threat recognition,
 - Behavioral indicators,
 - Proper response to suspected incendiary devices.
- ❖ Enhance supply chain security controls, including oversight of regulated air cargo agents and air operators transporting cargo and mails.
- ❖ Ensure compliance with ICAO Annex 17, particularly:
 - Standard 5.1.6 – security controls for cargo and mail, and
 - Standard 5.3.1 – training requirements for aviation security personnel.

E. Reporting and Compliance Requirements

In accordance with ICAO instructions:

CASA PNG is required to report to ICAO by **31 March 2026** on actions taken to address IID threats.

CASA PNG's Certificate Holders will be required to provide information to CASA PNG on measures implemented, particularly relating to training and detection capabilities for Improvised Incendiary Devices (IIDs).

F. Continuous monitoring, documentation, and regulatory oversight will apply.

The threat of Improvised Incendiary Devices in air cargo and mail is real and evolving.

CASA PNG expects all regulated entities to take proactive, risk-based, and coordinated actions to mitigate this emerging threat and to uphold the highest standards of aviation security in Papua New Guinea.

For further guidance or clarification, Certificate Holders are encouraged to engage directly with Aviation Security Branch of CASA PNG.

G. References:

- ❖ ICAO Annex 17 – Aviation Security
- ❖ ICAO Doc 8973 – Aviation Security Manual
- ❖ Annex 18 – The Safe Transport of Dangerous Goods by Air
- ❖ IATA Guidance Materials- The Threat of IIDs to Aviation (Version 2.0)
- ❖ IATA DG Regulation 67th Edition –effective 01. Jan, 2026/Table 2.3A / <https://www.iata.org/en/publications/dgr/>

Authorized for Release:



Benedict Igo ORAKA ML

Director and CEO – Civil Aviation Safety Authority of PNG.